

Victorian Heritage Database Report

Report generated on - 13/10/24

JAMES AND AMELIA

Location

Drysdale, Port Phillip Bay.

Victorian Heritage Register (VHR) Number

S357

Date lost

11/09/1872

Official number

31839

Construction material

Wood

Hull

One deck; square stern; carvel built; running bowsprit, no figurehead

Propulsion

Sail

Number of masts

2

Length/Breadth/Depth

42.60 Feet / 14.50 Feet / 7.50 Feet

Builder

George Buddivant

Year of construction

1844

Built port

Balmain

Registration Number

1 of 1867

Registration Port

Geelong

Date lost

11/09/1872

Departure

Melbourne

Destination

Drysdale

Cargo

Timber for new jetty
Long history of coastal trade: wool, beer, stoves, ballast, wine, lime, tobacco, sugar, flour (UID 72, UID 16; Coasters Outwards, Geelong)

Owner

James Balfour (19/7/1872)

Master

Captain John Heyes Senior

Weather conditions

Strong winds from NE; heavy sea

Cause of loss

With cargo partly discharged, bad weather prevented further work. Anchors dragged in violent wind. Vessel struck, unshipped her rudder, and was run onshore close to old wharf on Drysdale Beach. Vessel filled with water, then left stranded on beach & eventually went to pieces (UID 72)

VHR history

Part of cargo (timber for new jetty) had been discharged. Dragged anchors and about 1 am began to strike, so run onshore, close to old jetty. During the afternoon wind changed to west and heavy sea three-quarters filled vessel, while crew discharging balance of cargo. Auctioned. No attempt had been made to get vessel off. Register closed 11/9/1872. Occasionally traded between Port Albert, Sydney and Boydtown 1845-6, then regularly Melbourne-Geelong. Cargoes 1853-5 Melb.-Geelong: sundries, transhipments, tobacco, sugar, ballast;

Geelong-Melb.: sundries, lime, wine, timber. Wool an important cargo to Melbourne in 1860s; transhipments from Melbourne included beer and spirits. Wool cargo of the burning Lightning loaded into lighter, James and Amelia 30/10/1869. Involved in salvage of Sussex at Barwon Heads 1871. Specifications had altered from time of initial registration. Had been rigged as schooner then cutter.